

TRANSPORTATION COMMISSION MINUTES
March 26, 2008

Chair Knox White called the Transportation Commission to order at 7:35 p.m.

1. **ROLL CALL** – Roll was called and the following recorded.

Members Present:

John Knox White
Michael Krueger
Robert McFarland (arrived at 7:40 PM)
Srikant Subramaniam
Eric Schatmeier

Members Absent:

Robb Ratto
Niel Tam

Staff Present:

Barry Bergman, Public Works
Obaid Khan, Public Works
Michael Fisher, Fire Department

2. **Approval of December 12, 2007, January 23, 2008 and February 27, 2008 Meeting Minutes**

- a. December 12, 2007

Commissioner Schatmeier moved approval of the December minutes as presented.
Commissioner Krueger seconded the motion. The motion passed 4-0.

- b. January 23, 2008

A quorum was not present to consider these minutes.

- c. February 27, 2008

Commissioner Krueger moved approval of the February minutes as presented.
Commissioner Schatmeier seconded the motion. The motion passed 5-0.

3. **AGENDA CHANGES**

None.

5. **ORAL COMMUNICATIONS — Non-Agendized Items**

None.

6. OLD BUSINESS

None.

7. NEW BUSINESS

7A. Resident Appeal of Parking Restrictions to Provide Emergency Access on Palace Court.

Outcome: *Commission to rule on appeal.*

Staff Bergman presented the staff report, and summarized the background and scope of this item. He displayed and described the subject site. Staff had recommended removing parking on the even side of the street to minimize parking impacts. Staff received comments from five residents on the even side of the street; two expressed support of the removal to ensure emergency vehicle access, and two expressed opposition to the removal, and the fifth suggested either widening the street or removing the sidewalk. Also, it was recommended that the two-hour parking spaces be removed near St. Barnabas. The appellant believed that alternative methods of access could be found to allow the on-street parking to be retained. The residents suggested that the vehicles be required to park on the sidewalk, which was not recommended by staff due to it not being compliant with the California Vehicle Code, the sidewalks were not constructed to support the weight of the vehicles, and it would negatively impact pedestrian and disabled access. Staff supported the removal of the 18 on-street spaces, plus returning the four two-hour spaces to full-time use, for a net removal of 14 spaces, which would balance safety considerations with the need to provide adequate parking. He noted this was supported by the Public Works Director and the Fire Department. Staff recommended that the Transportation Commission uphold the appeal. He noted that the appellant had requested that the appeal be continued to the meeting of April 23, 2008, and that the public comments be heard at this meeting.

Opened public comment.

Mark Voisenat, 536 Palace Court, appellant, requested that more advance notice be given so that appellants have more time to prepare.

Chair Knox White noted that he preferred to hear the public's comments at this time.

In response to an inquiry by *Commissioner Krueger* regarding the minimum ADA width for sidewalks, *Staff Khan* replied that the ADA minimum clearance was 3 feet, the City's minimum sidewalk width was 5 feet, and that these sidewalks were 6.5 feet wide.

Edith Brady, 529 Palace Court, expressed concern that night parking was the main problem on the street, and added that most people on the block have more than one car. She noted that once the St. Barnabas School closes, that daytime parking would be lost. She noted that the garbage trucks also had problems turning around. She added that the residents of several large apartments on Central and Taylor park on adjoining streets. She added that there was no fire hydrant on Palace, and that the nearest one was located on Taylor.

Robert MacDowell, 529 E Palace Court, noted that there are other cul de sacs like this in the West End, and that there did not appear to be a systematic effort to address this problem. He believed that there were reasons other than emergency access behind this proposed change. He noted that G and H units at 527 and 529 Palace Court were not shown on the map. He added that at night the biggest parking load was at the closed end of the cul de sac.

Karen Godden, 527 E Palace Court, noted that no reference had been made to the ADA, and noted that she had spoken with *Staff Khan* about handicapped spaces on her side of the street. She inquired whether angled parking had been considered, and whether the residents could park at the church at night.

Ms. Brady suggested that permit parking be instituted on the street.

Closed public comment.

Commissioner McFarland moved to continue this item to the April meeting. *Commissioner Subramaniam* seconded the motion. The motion passed 4-0, with *Commissioner Schatmeier* abstaining.

Chair Knox White invited the residents to submit their written comments to staff prior to the April 23 Transportation Commission meeting so that they could be included in the meeting packet.

7B. Review of Preliminary Design for Bay Farm Island Bike Bridge Gap Closure Project.

Staff Bergman summarized the staff report, and added the City had received a grant from the CalTrans Bicycle Transportation Account to improve the connection from Fernside Blvd. to the Bike Bridge. He noted that the need for the project was highlighted in the City's Bicycle Master Plan, and that there were fairly high traffic volumes on Fernside near the bridge. He displayed and described the access to the bridge. Directional signage for the southbound bicyclists would be installed to direct the cyclists to the enhanced crossing, and that Lincoln Middle School students would be able to more easily access the bike bridge. He noted that a public meeting had been held at Lincoln Middle School, receiving input from members of the public, the school and Bike Alameda. The project design includes extending the bike lane further down Fernside, and the northbound side of Fernside Blvd. will be narrowed. Part of the median would be relocated as a result. The curb radius at the corner of Washington and Fernside would be reduced to slow the speed of right-turning traffic, and reduce potential conflicts between cyclists and motorists.

In response to an inquiry by *Commissioner Krueger* regarding the locations of the nearest signalized intersections, *Staff Bergman* replied they were located at the Fernside/Otis, and

Fernside/Encinal intersections, and that there were in-pavement lights at the crosswalk at Fernside/San Jose.

Chair Knox White noted that he would like to see a method to facilitate left-turn movement for southbound bicyclists on Fernside at the Aeolian Yacht Club driveway so bicyclists would not be required to cross at the San Jose crosswalk. He suggested considering shortening the two-lane section of southbound Fernside approaching Otis, as well as examining what the reduction to a one-lane in this section would do to queuing at the Otis intersection.

Commissioner Schatmeier noted that the queuing was much longer in the right lane, since drivers position themselves to cross the bridge and turn onto Island Drive. He believed this seemed to indicate that there was excess capacity at that location.

Chair Knox White requested that the drawings be posted on the web site and notification be sent out to TMP email list. He believed this plan must deal with southbound riders.

Commissioner Schatmeier noted that it was not clear to him what “safe behavior” was, and did not believe that crossing Aeolian at certain times of the day was safe.

Chair Knox White believed that Fernside as a street only needed one lane up until the intersection.

A discussion of the queuing of the left turn from Fernside to Otis, going to Bay Farm Island, ensued.

Commissioner Schatmeier suggested that the two left turn lanes be extended only to Aeolian.

Open public comment.

There was no comment.

Closed public comment.

No action was taken.

7C. Appointment of Bicycle Plan Subcommittee

Chair Knox White stated that Commissioners Schatmeier, Ratto, and himself had previously been named to the bike plan subcommittee. He asked if anyone else was interested in serving on the subcommittee, and received no response. He stated that the subcommittee would continue with the original members.

Staff Bergman noted that an initial meeting of the subcommittee would be held in the next two weeks.

4. COMMISSION COMMUNICATIONS

a. Multimodal Circulation Plan

No meeting had been held since the last report.

b. Pedestrian Plan

No meeting had been held since the last report.

c. TSM/TDM Plan

No meeting had been held since the last report.

Commissioner Schatmeier noted that at the previous month's meeting, he had commented on the overgrown path and the bushes on Bay Farm Island Bridge, and thanked staff for sending someone out to cut them back. He was curious why the other bush further up, which would be problematic soon, was not cut. He noted that it would be good if they could take care of all of these kinds of things at once.

Staff Khan replied that the maintenance staff followed only specific requests, and did not perform maintenance beyond the specified request.

Commissioner Krueger noted that he would be willing to help City staff with the bus stop database.

Chair Knox White noted that Mayor Johnson has been appointed to the Water Emergency Transit Authority Board. He was still interested in holding a public hearing regarding the legislation for the clean-up language regarding the establishment of WETA.

8. STAFF COMMUNICATIONS

Staff Khan advised that the 2002 law that doubled fines in Alameda, Santa Barbara and Ventura Counties school zone had sunset in 2007.

Staff Khan noted that the forecast and operational analysis of Broadway-Jackson would be brought to the Transportation Commission in the near future. The operational analysis would be the next step, and would occur within the next three to four weeks.

Staff Khan noted that future agenda items included AC Transit Line O and Line 51, as well as methodologies regarding analyzing the impacts on each transportation mode.

Staff Bergman noted that the first changes on Line 63, at Alameda Point, had been implemented, and staff anticipated receiving feedback regarding the impact of the changes soon.

Staff Bergman noted that the City of Alameda/AC Transit Interagency Liaison Committee (ILC) meeting would be held on April 9 at 10:00 a.m. at AC Transit offices.

9. ADJOURNMENT

Meeting adjourned at 9:05 p.m.

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